

SUMMARY OF BRAKE TESTING

| | <i>Ford Police Interceptor</i> | <i>Chevrolet Impala 9C1 3.9L</i> | <i>Chevrolet Tahoe PPV 2WD 5.3L</i> | <i>Dodge Charger 3.5L</i> | <i>Dodge Charger 5.7L</i> |
|--|--|--|---|-----------------------------------|-----------------------------------|
| Phase 1 Average Deceleration Rate | 27.28 | 27.00 | 27.33 | 28.52 | 28.67 |
| Phase 2 Average Deceleration Rate | 27.09 | 26.69 | 26.75 | 28.80 | 28.62 |
| Overall Average Deceleration Rate | 27.19 | 26.84 | 27.04 | 28.66 | 28.65 |
| Projected Stopping Distance From 60.0 MPH | 142.4 | 144.2 | 143.2 | 135.1 | 135.2 |

| | <i>BMW R1200RTP</i> | <i>Harley Davidson Police Road King</i> | <i>Harley Davidson Police Electra Glide</i> | <i>Harley Davidson Buell Ulysses</i> | <i>BMW G650 XP</i> |
|--|-------------------------|---|---|--|------------------------|
| Phase 1 Average Deceleration Rate | 26.39 | 22.96 | 23.14 | 24.62 | 24.48 |
| Phase 2 Average Deceleration Rate | 26.09 | 22.77 | 24.50 | 24.73 | 25.40 |
| Overall Average Deceleration Rate | 26.24 | 22.87 | 23.82 | 24.68 | 24.94 |
| Projected Stopping Distance From 60.0 MPH | 147.6 | 169.3 | 162.6 | 156.9 | 155.3 |

All results listed above are preliminary and are subject to change upon confirmation of Saturday's data.